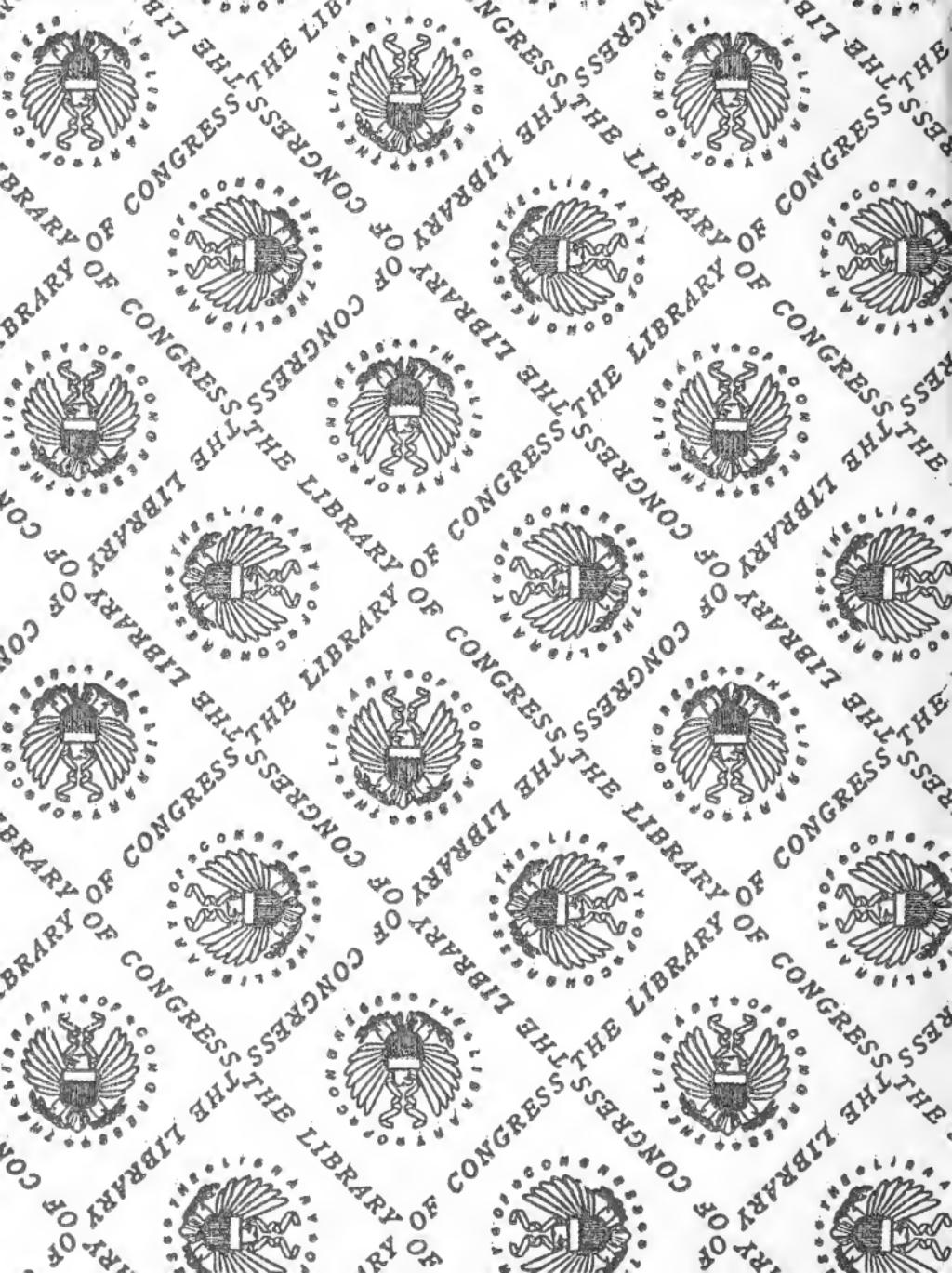
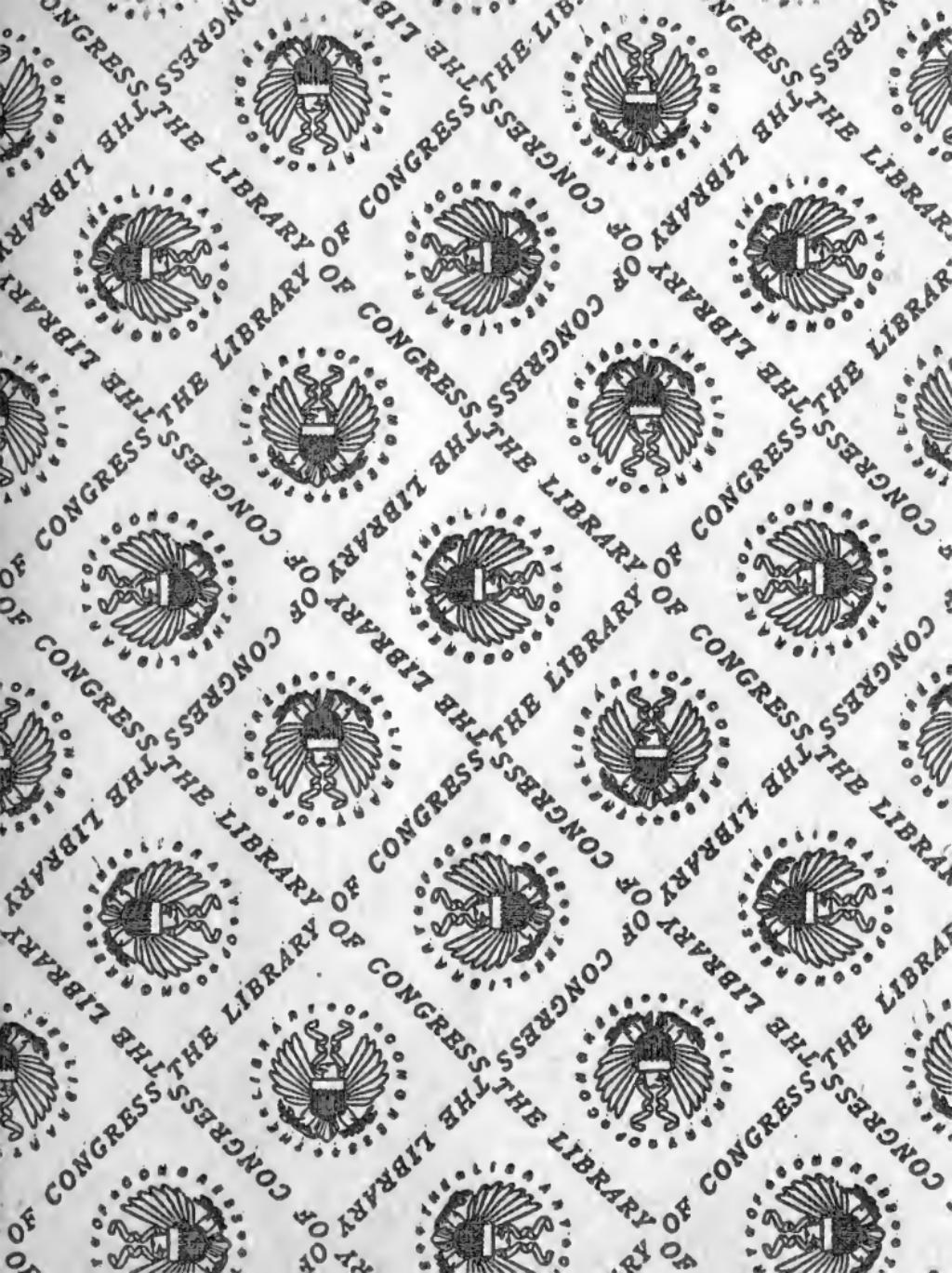


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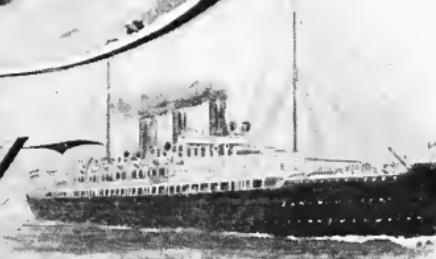
To The Azores, Madeira,
The Mediterranean

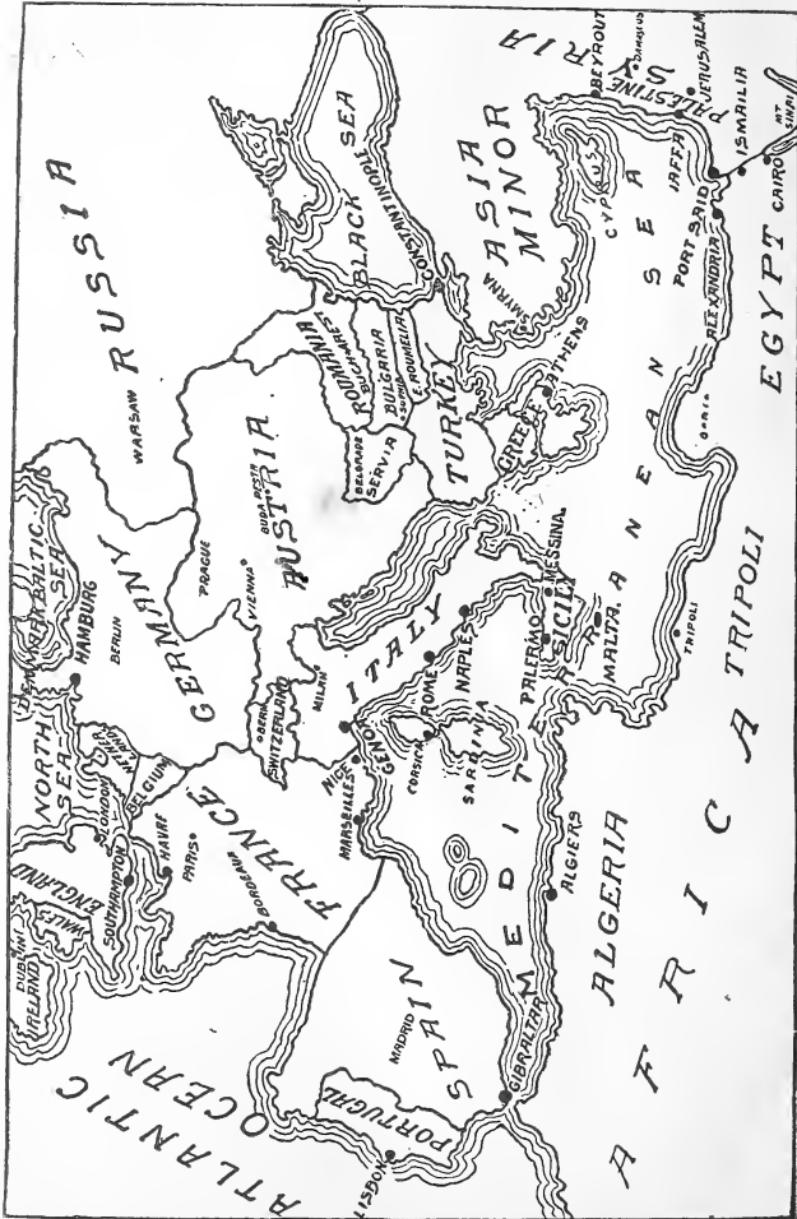
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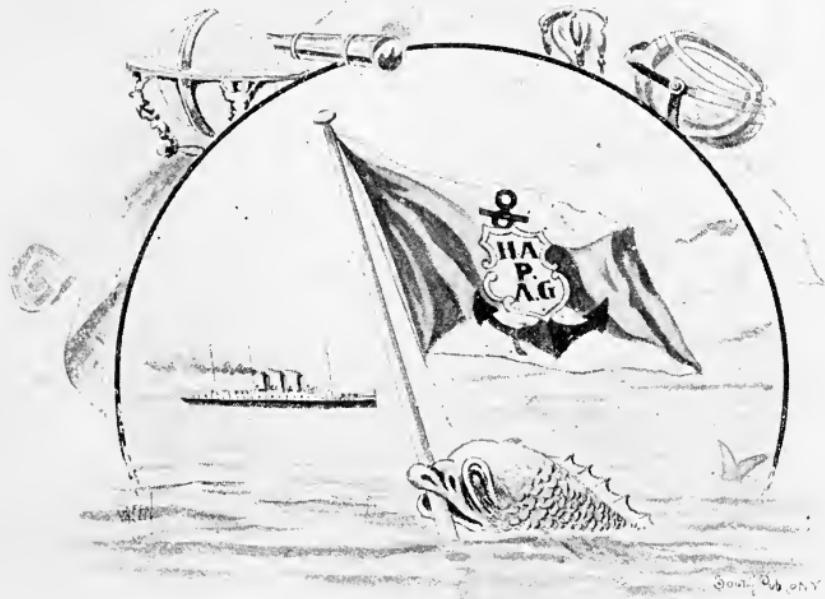
The Orient





MAP OF THE MEDITERRANEAN.

GRAND WINTER EXCURSIONS
— TO —
THE AZORES, MADEIRA, THE
MEDITERRANEAN and the ORIENT.



MEDITERRANEAN EXPRESS LINE.

— o —
New York — Gibraltar — Algiers — Naples — Genoa.
New York — Alexandria, Egypt.

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EMIL L. BOAS, General Passenger Manager Hamburg-American Line.*

THE HAMBURG-AMERICAN LINE'S
GRAND WINTER EXCURSIONS
to the AZORES, MADEIRA,
the MEDITERRANEAN and THE ORIENT.

THIS Company's grand winter excursions to the Mediterranean and the Orient by its magnificent twin-screw express steamers have now become a permanent feature. They have been patronized by the best class of the traveling public and have given universal satisfaction. We append a few letters sent us voluntarily by prominent people expressing the great pleasure they derived from such an excursion.

For next year, two excursions are planned to leave New York at the end of January. To meet a wish frequently expressed, the trip across the Atlantic will be broken by a visit to Ponta Delgada on San Miguel, one of the Azores Islands, and to Funchal on Madeira. This extension of the tour will no doubt be generally appreciated.

The itinerary will be as follows:

From New York to Ponta Delgada (Azores),
Funchal (Madeira),
Gibraltar,
Algiers,
Genoa,
Villefranche (Nice),
Malta,
Alexandria (for Cairo and the Pyramids),
Jaffa (for Jerusalem),
Smyrna,
Constantinople,
Athens,
Messina,
Palermo,
Naples,
Genoa,
Gibraltar,
New York.

It will be seen that this excursion embraces the principal places of a region whose every inch of soil abounds with stirr-

ing reminiscences of ancient lore and history, regions rich with magnificent monuments of past grandeur and countless treasures of art.

To be able to make this unique excursion on board a palatial ocean liner like one of the HAMBURG-AMERICAN LINE'S EXPRESS STEAMERS, free from all the annoyances inseparable from hotels, railways, small boats, custom houses, packing and unpacking of baggage, transfers, etc., etc., will no doubt appeal at once to all American travelers able to undertake the trip. No way can be conceived of visiting the far-famed places with greater safety, speed and comfort. It is the ideal method of seeing foreign countries and observing strange manners and customs without giving up one's own habits and comforts. The excursion will last about sixty-five days, but passengers have the privilege of leaving the excursion at Genoa, if they desire to prolong their stay in Europe, and return from Hamburg or Southampton to New York, by any of the express steamers of the HAMBURG-AMERICAN LINE, up to August 1, 1895.

For rates of fare and further information about these excursions, we refer to special price list, which will be sent to any address on application.

The express steamers of the HAMBURG-AMERICAN LINE are the largest ships of the German Merchant Marine and are unsurpassed for safety, speed and comfort. They are constructed upon the principle of the twin-screw system, having two independent engines, each of 6,500 to 8,000 horse-power, divided by a longitudinal bulk-head, which separates the ship into two non-communicating halves, each fully equipped with engines, boilers, shaft and screw. Each side is again subdivided into numerous water-tight compartments. There is also a double bottom with water-tight chambers. These steamers belong to the fastest ships afloat, the line holding the record for the best time between the European Continent, Southampton and New York, having made the passage from New York to Southampton in the remarkably short time of six days, ten hours and fifty-five minutes. This is equal to about five days eighteen hours to Queenstown, the Southampton route being about 300 miles longer. The arrangements for the passenger's comfort on these steamers are considered perfect.

The Company's illustrated pamphlet describing these steamers, as well as a little pocket-handbook for European Tourists, containing valuable information, will be sent free to any address on application.

TESTIMONIAL.

On Board the FÜRST BISMARCK, April 4, 1894.

The passengers of the FÜRST BISMARCK of the HAMBURG-AMERICAN LINE, on the excursion to the Mediterranean and the Orient, on the fourth day of April, 1894, adopt the following:

The close of a voyage of ten weeks being upon us, we cannot separate without expressing to Captain A. ALBERS, commander of the FÜRST BISMARCK, our admiration of his qualities as an officer and a man.

Nothing has been left undone by him and his efficient staff of officers to make the journey safe and pleasant in every particular. We also desire to express our thanks for that attention, general and personal, which has been so constant and so perfect that it has made us feel as if we were *one large family*.

We regret that the time of parting has come when the last good-bye must be said. May God bless and protect the officers of this great steamship and may the FÜRST BISMARCK be ever as staunch and fortunate as it has been while our home.

Resolved, that this memorial be engrossed under the direction of a committee of passengers consisting of E. C. Benedict, F. D. Tappen, and O. H. Armour, and presented to Captain ALBERS at the earliest convenient date.

E. C. BENEDICT.

F. D. TAPPEN.

H. O. ARMOUR.

JAMES W. SCOTT.

SPECIMENS OF LETTERS FROM PASSENGERS.

Office of E. C. BENEDICT & CO., 29 Broad Street.

New York, July 21, 1894.

HAMBURG-AMERICAN LINE, 37 Broadway, N. Y. Dear Sirs: As chairman of the Committee which drew up the resolutions embodied in the testimonial to Captain Albers, and presented to him by the passengers on board the FÜRST BISMARCK, on her recent trip to the Mediterranean, I may say that while we were only at liberty to speak of him and his efficient staff of officers, the Committee were unanimous in according to your Company the highest praise for affording us all the safety, comforts and even luxuries to be found on any sea-going vessel. The resolutions speak of the passengers feeling "as if they were one large family." I think I may safely add, that

on their return to the ship from short visits on shore, they all felt as if they were at home again.

It will not be disputed, I think, that the countries bordering on the Mediterranean are by far the most interesting portions of the globe. Until recently the occasional tourist there has encountered great delays, discomforts and privations, and even then felt well repaid; but the facilities now afforded by your Company enables even the weary, aged or invalid traveler (several of whom were fellow passengers with us) to make the trip with expedition and every comfort to be found at sea.

I know it is never safe to prophesy, but I venture to predict that when the fashion you have inaugurated for making the Oriental trip becomes better known, as it soon will be, your Company will be wholly unable to furnish the accommodations demanded of it.

Very sincerely yours,

E. C. BENEDICT.

GALLATIN NATIONAL BANK.

New York, July 25, 1894.

HAMBURG AMERICAN LINE, 37 Broadway, N. Y. *Dear Sirs:*
It afforded me great pleasure to serve on the Committee which made the presentation of the testimonial recently presented to Captain Albers of the FÜRST BISMARCK, and I can personally testify to the uniform courtesy and kind attention he exhibited toward the passengers of the ship, during her last voyage to the Orient.

I know of no more charming and instructive way of passing a winter vacation of ten weeks, than these Oriental trips, on so commodious and staunch a ship as the FÜRST BISMARCK.

Very truly yours,

F. D. TAPPEN.

THE CHICAGO HERALD, JAMES W. SCOTT, Publisher.

Chicago, Ill., July 12, 1894.

HAMBURG-AMERICAN LINE, 37 Broadway, N. Y. *Dear Sirs:-*
It gives me great pleasure to say that of all the excursions I have ever made none has equalled in profit or pleasure the one on the FÜRST BISMARCK to the Orient. I can make, after these months since my return, no suggestions in the way of improvement in the conduct of the steamer or the treatment of its passengers. The pleasure to be derived from the trip, great as it is at the time that the voyage is in progress, is many times

greater in the delightful memories of the countries visited; the satisfaction with which news in the papers from that part of the world is read, and the avidity with which books and magazines relating to those countries visited are purchased as soon as published. As time goes on, the trip becomes greater in my mind, and it is only the fact that I have yet to visit so much of the world, that prevents me from having my name entered as a passenger for another season. The friendships made upon the steamer were no small feature of the trip, and the unanimity with which all the passengers I have seen praise your company and its officers, is something most remarkable.

Yours very truly, JAMES W. SCOTT.

H. O. ARMOUR & CO., 201 Produce Exchange.

New York, July 11, 1894.

HAMBURG-AMERICAN LINE, N. Y. *Dear Sirs:*—I speak from the experience of one of the most delightful outings it was ever my lot to enjoy, when I say it ought to be a source of gratification to know that you propose sending next winter two steamers on similar trips to that taken by the "BISMARCK" last winter.

The trip afforded entertainment and profit, and the courtesy shown us and comforts provided on board your ship were not to be excelled. I can unhesitatingly recommend your excursions.

Yours truly, H. O. ARMOUR.

FLOWER & CO., 52 Broadway and 5 Exchange Court.

New York, July 18, 1894.

HAMBURG-AMERICAN LINE. *Dear Sirs:*—I desire to say a few words to encourage your company in keeping up their winter excursions, which I trust will prove profitable:

There is no voyage that can compare with the one I took on the FÜRST BISMARCK last spring; and I am advising all my friends to go next winter. A private yacht could not have afforded us the comfort we had on your splendid ship; the cuisine, service, orchestra, and the general arrangements, were all most excellent; and I never heard a word of complaint from any one of the most congenial company on board.

I shall always look back upon my trip on the FÜRST BISMARCK as *the* one of my life. Very truly yours,

A. R. FLOWER.

Office of LAMBERT TREE, 70 La Salle Street.

Chicago, Ill., July 13, 1894.

HAMBURG-AMERICAN LINE, 37 Broadway, N. Y. *Dear Sirs:*—
The excursion was a most delightful one, and nothing could exceed the sleepless vigilance as well as the kind attention of Captain ALBERS and the officers under his command, for the safety and comfort of the passengers throughout the whole voyage.

As to the ship, I can say that I never went to sea in one that was more comfortable, or that behaved better in rough weather. Very truly yours,

LAMBERT TREE.

WILLIAM D. WALKER, Bishop of North Dakota.

Cordova, Spain, April 25, 1894.

HAMBURG-AMERICAN LINE, 37 Broadway, N. Y. *Dear Sirs:*—
I think it will be interesting to you to know that Bishop Perry has written some letters for the press in the city of Davenport, Iowa, in which he speaks very warmly of the trip we have made in your magnificent steamer, as well as of the splendid service in every department of the ship.

I understand these letters are to appear in his Diocesan paper, which is read by hundreds upon hundreds of the clergy of the Episcopal Church in every part of the United States, as well as by thousands of the laity. He and I are so thoroughly pleased with the treatment we have received from all who could render service—from the Captain down to the least steward on the FÜRST BISMARCK—and with our tour on that ship, that we will be always glad to bear our testimony regarding it all.

Yours sincerely, WILLIAM D. WALKER,
Bishop of North Dakota.



Description of the Tour.

The route from New York to the Azores is south of the latitude of New York, Ponta Delgada being in latitude $37^{\circ} 45' N$. By this route the rigor of a passage across the North Atlantic in winter is entirely avoided. The trip from New York occupies only about six days.

The Azores. This group of islands, lying in the Atlantic about 800 miles west of the coast of Portugal, was discovered early in the fifteenth century, and San Miguel and Sta. Maria were the first to be settled, about 60 years before the voyage of Columbus. The name is derived from *afor*,

a hawk peculiar to the islands. The steamer touches at Ponta Delgada on San Miguel, which presents a beautiful picture as it rises on a gentle slope from the sea, surrounded by orange plantations and overshadowed by sharply serrated volcanic peaks.

The climate is mild and equable, extremes of temperature being unknown. It never freezes, even during the rainy season, nor does the mercury ever rise above 85° in summer. The soil is extremely fertile and any plant of both spheres will grow here. Agriculture is pursued with much industry, women also laboring in the fields, but the implements used are of a primitive character. Donkeys and horses are scarce, and the means of transportation are the human head and small carts drawn by diminutive cattle; the wheels are solid and give out horrible squeaks and groans, but this doleful accompaniment seems to give pleasure to man and beast.

Ponta Delgada is regularly laid out and neatly kept, the streets are underdrained and well paved, the roads into the country are macadamized and afford excellent driveways.

The architecture of the town is quaint, and arches and towers abound. There is an imposing cathedral of grand proportions but with a simple belfry. But the glory of San Miguel are its orange plantations, which spread over the whole island.



Fridays and Sundays are market-days and offer an excellent opportunity for observing all classes of the population. The people then collect in their holiday attire to buy, sell or exchange their wares. The men are handsome, and the black-eyed, olive-hued girls of a piquant beauty that is very attractive.

Madeira. Neither language nor pencil can exaggerate the beauty of this, the finest of the Atlantic isles. In climate it may well be reckoned among the Isles of the Blest. Madeira lies between the 32d and 33d degree of latitude and belongs to Portugal. The island rises from the sea in magnificent outline, with lofty precipices and vast detached rocks of fantastic shapes, the peaks being grouped like the bastions and pinnacles of a gigantic fortress. The capital of Madeira is Funchal, a port much frequented by steamers and sailing vessels bound to or from the west coast of Africa.

The town lies on a slope of extraordinary abruptness, rent into three divisions by two gorges with almost vertical walls. At the head of these ravines, peaks 4,000–5,000 feet high appear, while a spur of the mountains is crowned by a gray old castle, formerly strongly fortified.

Funchal is well-built, clean and prosperous; the streets, however, are narrow and intricate and architecture as an aesthetic art has been almost neglected. There is a cathedral, the Sé, pleasing in its general plan, with a beautifully carved, tinted and gilded nave and transept. But if art has done little for Funchal, nature has made ample compensation. Many of the solid but unpretentious houses conceal rare attractions within their gates, revealed like magic upon entering. There are terraced gardens overlooking the ocean and the mountains, stocked with the profuse vegetation of two zones. On this enchanted isle neither the frost of winter nips its buds, nor the heat of summer fades its hues, and perennial verdure greets the eye. The palm, the pine, the cypress and the



magnolia, the pomegranate, the apple, the walnut, the banana, the guava and the coffee-tree present the different climes, while the oleander, the geranium, the hortensia, the heliotrope, the jessamine and many other flowers of brilliant colors and spicy odors grow wild in vast quantities and clamber over trellis and wall. The vine was first introduced from Cypress in the fifteenth century, and quickly became one of the most important products of the island, the red volcanic soil giving the flavor which brought it into world-wide repute.

On account of the steepness of all the roads there are almost no wheeled vehicles on Madeira, sledges drawn by oxen taking their place. The driver carries a grease bag which he lays at intervals in front of the runners. Another conveyance peculiar to Funchal is the hammock carried on men's shoulders. The coasting-sled is also in general use, and there is probably no other place in the world where business men may be seen every day going to their office, sliding down hill on a sled. The coasters often glide down with frightful speed, but are well controlled by the dexterous movements of the guide's feet.

Many interesting excursions may be made from Funchal, offering beautiful views of sea and mountain-scenery. The fields in Madeira are mere narrow shelves on the mountain sides, which are terraced as high up as 3,000 feet, involving an amount of labor and climbing almost beyond belief. Men and women alike travel all day up and down these steep ascents bearing heavy loads on the head at a quick gait and with no other aid than a stout staff, and merrily they do it too, without signs of fatigue and singing as they go.

Gibraltar. The Straits of Gibraltar are entered off Cape Trafalgar, where the shores of Europe and Africa gradually approach each other, until at Tarifa they are only twelve miles distant. Across to the right rise the low hills of Africa, Tangier being plainly visible on a clear day. Soon the great rock, which has been turned into the famous fortress of Gibraltar, rises majestically from the sea and captivates the eye. This rock, outwardly so harmless



GIBRALTAR.

in appearance, is all undermined and tunneled with wonderful ingenuity and at enormous expense. It contains over 2,000 cannon; in time of peace 5,000 English soldiers are stationed here, but there are stores and water-cisterns which would supply a garrison of 150,000 men during two years. The fortifications and tunneled galleries may be inspected by visitors upon permit from the military secretary's office. The highest point, 1,430 feet above the level of the sea, is called the Signal, "El Hacho," and the panorama from this eagle's eyrie is unrivaled, the eye sweeping over two seas and two quarters of the world. The extreme end of the rock facing the sea is "Europa Point," crowned by a light-house and defended by strong batteries.

The pride of Gibraltar is the Alameda, which is laid out in charming style and commands fine views of the Straits and coast of Africa. The Alameda is the fashionable lounge, and the spectacle presented by the contrast of populations at this extreme point of Europe, is novel and curious. The latest London bonnet is seen side by side with the mantilla de tiro; blue eyes and rosy complexions, next melting black eyes and olive-dark skin.

Algiers, the capital of France, offers a beautiful panorama as it rises in steep terraces from the well sheltered bay, which is hardly inferior to that of Naples. Algiers has of late become a great resort for invalids on account of the lovely climate, which from October to March is as warm as an English summer, but, besides, it offers sights of absorbing interest to the tourist. There are Oriental ways and customs, beautiful specimens of Moorish and Byzantine architecture, and remains of antiquity of rare significance. Though in part a French town, it has a motley population of Arabs, Berbers, Turks, Moors, Bedouins, Negroes and Maltese, and its streets offer queer spectacles of all kinds, especially on market-days, when there are crowds of men, women and children, bartering, watching the snake-



PLACE DU GOUVERNEMENT, ALGIERS.

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charmer or listening to the oft-told tales of the story-teller. Then the caravans arrive from the interior, lines of heavily laden camels, and rows of donkeys.



KABYLE CHILDREN, ALGERIA.



BEDOUIN, ALGERIA.

The French quarter is down in the lower part of the city, where a broad macadamized boulevard runs for miles along the bay, bounded on one side by fine private houses, splendid hotels, etc., and on the other by a stone balustrade. This

promenade is much frequented by the elegant world of Algiers, gathering in front of the numerous cafés, and enjoying the view which is indeed unrivaled. One of the beautiful suburbs, Mustapha Supérieure, contains the Palace of the Governor, built in Moorish style and surrounded by magnificent gardens.

The Old Town has curious native streets, some not more than four feet wide, and fearfully steep. It is clean and picturesque, abounding in specimens of Moorish architecture, in shops and bazaars; and



STREET IN ALGIERS.

surmounted by the old Kasbah (citadel) at the top. There is a fish market with all kinds of Mediterranean fish of most

brilliant colors. Fresh grapes, green peas and new potatoes; dates, bananas and oranges are plentiful all the winter season.

Of the mosques, the oldest is Djama-el-Kebir (the Great) of the tenth century. There is also a cathedral, formerly a mosque, with the Archbishop's palace, an old Moorish edifice.



INTERIOR OF AN ARABIAN HOUSE, ALGIERS.

of the land and the luxuriance of its vegetation. Every inch of ground is cultivated, and olive, fig and orange groves abound. A visit to Blidah, a town about one hour by rail from the city, at the foot of the Atlas Mountains, will show the traveler that this part of Algiers is not a colony in the proper sense of the term, but a rich and industrious province. Near Blidah is the magnificent gorge of the river Chiffa, well worth a visit for its own sake as well as on account

The roads are excellent, and excursions should be made to the Roman antiquities of Cherchell, ancient Cæsarea, the Mauritanian capital, destroyed by the Vandals, and to Hammam Belnan, one of the valuable hot mineral baths, or hammams, which abound here.

An excursion into the surrounding country will give an idea of the great fertility



ARAB CAMP NEAR ALGIERS.

count of the large number of monkeys that live there wild, crowding the trees and amusing the visitors with their antics. The races in Algeria present many curious features, among them camel-races.



PORTA PILA, GENOA.

Genoa. The situation of Genoa, rising above the sea in a wide semicircle, and its numerous palaces, justly entitle it to the epithet "La Superba." The beauty of its situation and

the interesting reminiscences of its ancient magnificence render a visit very attractive, especially to the traveler

who is visiting Italy for the first time. The architecture of the city is of an imposing character, particularly on account of the palaces of the Genoese nobility, which exceed in number and magnificence those of any other city of Italy.



PIAZZA ACQUAVERDE, GENOA.

Of the many mansions of the Genoese nobility worth visiting we mention the Palazzi Rosso, Durazzo, Balbi and Doria, containing numerous works of art, Rubens and Van Dyck having contributed to preserve the memory of many members of these families. The Cathedral of San Lorenzo dates from the eleventh century and contains many precious relics. The Church of Sta. Maria in Carignano, is an imitation of Bramante's original plan of St. Peter's, in Rome, and remarkable for its harmonious proportions. There is a magnificent view from the gallery of the dome, embracing the city and harbor with its fortifications, the beautiful coast, the Riviera di Ponente to the west, and the Riviera di Levante to the east, and towards the south the vast blue expanse of the Mediterranean. Near the Piazza Fontane Morose begins a broad line of streets built in the sixteenth century, which form the chief arteries of traffic and are lined with magnificent palaces and churches. On each side of these loftily situated streets a complete labyrinth of narrow lanes, containing, however, many interesting buildings, descend to the left to the harbor and ascend the hill on the right. A fine statue of Columbus, who is said to have been born at Cogoleto near Genoa, is on the Piazza Acquaverde. Other points of interest are the Campo Santo and the fine park of Acqua



VILLA PALLAVICINI, NEAR GENOA.

14

Sola. One of the most charming drives is to Pegli, where there are many fine villas, among them the Villa Pallavicini, with a beautiful garden well worth a prolonged visit.

Villefranche is a small town, whose roadstead has become famous. It is only two miles from NICE and seven miles from Monaco, which may be conveniently reached by train or boat. Most passengers, however, will prefer to leave the steamer at Genoa and make the trip to Nice by train or carriage along the celebrated Riviera, which is one of the most picturesque regions in Europe. The road passes extensive plantations of olives with their grotesque and gnarled stems, alternating with bright green pine forests, while in the gardens by the way the luxuriant growth of figs, vines, oranges, lemons, oleanders and myrtles meets the view. At other places the highway winds around precipitous cliffs, washed by the surf of the Mediterranean and crowned with

the venerable ruins of towers erected in bygone ages. Many of the towns are charmingly situated in highly cultivated plains or on picturesque hills, others are perched like nests among the rocks commanded by ancient strongholds. The charm of the scenery is enhanced



MONACO, WITH MONTE CARLO.

by the vast expanse of the beautiful Mediterranean sea, with its ever-varying hues, changing from the deepest blue to soft purple in the distance.

On this route from Genoa many renowned winter-resorts are passed, among them Pegli, San Remo, Bordighera, Ventimiglia, Mentone, Monaco and Nice, the last being the most celebrated resort in Southern France. The natural barrier of the Maritime Alps protects the coast here from northern winds



NICE.

and produces the far-famed mildness of climate, which makes Nice and the other resorts of the Riviera the rendezvous of invalids and others from all parts of Europe, who seek refuge from the rigors of winter. The season at Nice begins with the races early in January and closes with a great regatta at the beginning of April.

Malta. The steamer now crosses the Mediterranean and reaches Malta, another of the bulwarks of England's naval supremacy. The island rises precipitously from the sea in the form of a sterile rock and appears at first entirely destitute of vegetation, but through the indefatigable industry of its inhabitants most of the surface has been converted into luxuriantly fertile, arable land. The natives are a mixed race, being descendants of the various nations who

have at different periods been masters of the island. Their language is a corrupt dialect of Arabic mingled with Italian (lingua Maltese).

Malta is supposed to be identical with the island of Ogygia mentioned by Homer where the nymph Calypso, whose cavern is still pointed out, enslaved Odysseus.

La Valette, the capital of the island, was founded in 1566 by Jean de la Valette,

the Grand Master of the Knights of Malta, after the successful defense of the island against the Turks. The town rises in amphitheatrical form on a promontory, surrounded by deeply indented bays. The harbor, one of the best on the Mediterranean, is well sheltered and so defended as to be almost impregnable. The walk along the ramparts is most pleasant; they are adorned with numerous statues of Grand Masters and English Governors. The best point of view is the Baracca Nuova.

The high white stone houses are built in the Italian and Moorish styles, with balconies in front and terraces at the top. The streets are very narrow and fearfully steep, rising from the harbor often by means of long flights of stairs to the ridge on which runs the Strada Reale, containing the best shops.

The palace of the Governor, formerly the residence of the



MALTA.

Grand Master, is sumptuously fitted up and still contains many interesting objects, though the French plundered it of many of its treasures when Bonaparte, in 1798, on his way to Egypt, gained possession of the town through stratagem. It was captured by the English in 1800, after a siege of two years, and they have held it ever since.

There are many handsome churches in Malta. The Church of St. John, built 1576, contains many monuments and rich tapestries; also a mosaic pavement of four hundred monumental slabs of colored marbles, jasper and agate. The Capuchin mummy tombs of Floriana should be visited and the old inns of the Knights, now given up for public uses.

Other sights are the Città Vecchia, the old capital; the Grotto and Catacombs of St. Paul; Bingemma and its grotto tombs; the Emtaleb strawberry gardens; the Verdale Tower and the Inquisitor's house, with its caves and springs; Maculba, a circular depression, 130 feet deep; the Crendi Ruins; Hagiar Khem, a Phœnician stone pile 100 feet in diameter; the Ghar Hasan Cave, and the Catacombs near Marfa.



POMPEY'S PILLAR,
ALEXANDRIA.

Alexandria. Since the close of the last century, when Egypt was in a great measure re-discovered by the French savants attached to Bonaparte's expedition, its historical and archæological marvels have been gradually unveiled to the world, whose ever increasing attention it has attracted. Egypt has the peculiar charm of the Oriental climate, the singularly clear atmosphere, and the wonderful coloring and effects of light and shade, unknown

in northern countries. The exuberant fertility of its cultivated districts contrasts sharply with the solemn, awe-inspiring desert. Egypt awakens the profoundest interest as the cradle of the world and of human culture. At every step we encounter venerable monuments which have survived the destructive influences of thousands of years, and the vandalism



THE CATACOMBS.

of invaders, and which being executed on the grandest scale and with the greatest artistic skill, cannot fail to excite our highest admiration. The unrivaled attractions of Egypt will supply the traveler with a subject of life-long interest.



ALEXANDRIA.

souls. Shortly before entering the palace of Ras-el-Tin and the celebrated light-house of Pharos.

Almost the only important relic of antiquity in the city is Pompey's Pillar, a red granite shaft over 100 feet in height. The monument which vied with it in general interest, was Cleopatra's Needle, which up to March, 1880, stood at Ramleh, about six miles from Alexandria. It was presented by the Khedive Ismail to the city of New York, and was raised by American machinery from the place it had occupied for 2,000 years and conveyed to New York in a specially constructed vessel.

The Catacombs, a little ways out of town, are also of interest.

The railway takes passengers from Alexandria to Cairo in 4½ hours.



MOSQUE OF KAIT
BAY, CAIRO

Cairo, the residence of the Khedive, is the largest city in Africa and has over 400,000 inhabitants. The street scenes presented by the city of the Khalifs, afford an inexhaustible fund of amusement and delight, admirably illustrating the whole world of Oriental fiction, and producing an indelible impression on the uninitiated denizen of the West. What makes Cairo so romantic and novel is the contrast of



WATER CARRIER, ALEXANDRIA.

civilized and barbarous scenes and incidents it presents, which recur everywhere in this capital of the desert. Cairo may be compared to a living museum of all imaginable and unimaginable phases of existence, of refinement and degeneracy, of civilization and barbarism, of knowledge and ignorance, of Paganism, Christianity and Mohammedanism. These marvelous scenes cannot fail to strike everyone most forcibly.



YOUNG ARAB GIRL, EGYPT.

often have opportunities of amusing scenes. The denseness of the crowd sometimes seems to preclude the possibility of farther progress, but the hammâr, or donkey boy, is pretty sure to elbow a passage without much difficulty.

The bazaars of Cairo, though inferior to those of Constantinople, present to the traveler so many novel features and so many interesting traits of Oriental character, that he should endeavor to pay them repeated visits in order to become acquainted with their peculiarities. The handsomest shops, the principal cafés, palaces and theatres are on the Ezbekiyeh, a beautiful square of large proportions, with fine pleasure grounds in the centre. Cairo contains

a large number of mosques in all stages of preservation; the most important are the Gâmi Sultan Hassan or "Superb Mosque," the finest existing monument of Arabian architecture,



CAIRO.

and the Gâmi Mohammed Ali or "Alabaster Mosque," whose lofty and graceful minarets are so conspicuous from a dist-

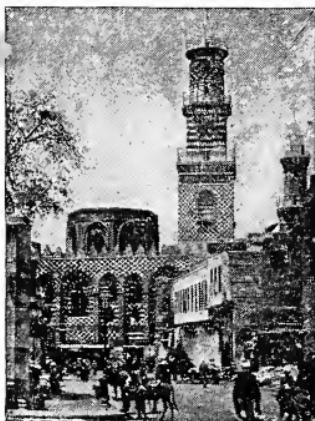


FELLAH WOMAN, EGYPT.



ARAB WOMAN, EGYPT.

ance as to form one of the landmarks of Cairo. Many mosques contain the tombs of the Khalifs and Sultans who founded them. The Gâmi el-Azhar has been converted into a university which is now the most important in Mahometan ter-



TOULOUN QUARTER, CAIRO.



ARAB THEOLOGIANS, CAIRO.

ritory. The Tombs of the Khalifs and the Tombs of the Mamelukes, although falling to ruins, are exceedingly inter-

esting. A visit to the Citadel should not be omitted. It affords a beautiful view of the city and its surroundings.



FROM CAIRO INTO THE DESERT.

northeast of the city are the villages of Abbâsiyeh, with its observatory and Khedival palace, and Matariyeh, with the Tree and Well of the Holy Virgin, who is said to have rested here during the flight to Egypt. A little beyond are situated the ruins of the famous ancient Heliopolis, the city of the sun, of which an obelisk and the outer wall are now the only vestiges. To the west of the city, on an island in the Nile, are the palace and park of Gezireh, well worth a visit.



BAZAAR IN CAIRO.

The broad Shubra avenue toward the north is lined with beautiful sycamore trees, and is the "Rotten Row" of Cairo.

The suburb of Bulak contains in its museum of Egyptian antiquities a magnificent collection, and entirely unrivaled of its kind.

Excursions may be made from Cairo in various directions, all offering sights of great interest. To the



RELIEF OF CLEOPATRA, TEMPLE OF HATHOR.

Gizeh, with its great Pyramids and the Sphinx, is only one and a half hours distant from the city, but the visit may be combined with the excursion to the site of ancient Memphis with the colossal statue of Ramses II and to the Necropolis of Sakkâra with its Step-Pyramid, the Apis Tombs and the Mastaba of Ti, the most interesting and best preserved monument of its kind, containing sculptures of marvelous skill, and in an excellent state of preservation, considering their age of over 5,000 years.

Another excursion may be made by railway to the baths of Helwân, an artificial oasis in the desert. Near it are the sub-

terranean quarries of Masara and Tura which yielded the stone used in the construction of the pyramids. The time allotted for Alexandria and Cairo is sufficient to visit with ease all the points of greatest interest.

Jaffa. A blue range of hills in the distance—the mountains of Juddaea—a yellow beach and, lastly, the appearance of the town of Jaffa, rising on a hill like a fortified place, proclaim to the traveler that he is approaching the most interesting "Holy Land."



PYRAMID OF CHEOPS, FROM THE NILE.

religious thought throughout the world, cannot fail to make a melancholic impression upon the traveler, but if he penetrates beneath the crust of rubbish which shrouds the sacred places from view, he will be able to realize to himself a picture of the Jerusalem of antiquity.

The first visit will be to the Harâm esh-Sherif, one of the most profoundly interesting spots in the world. The legends attaching to the "es-sakhra" stone, which forms the



SPHINX AND PYRAMIDS, EGYPT.
country in the world—the

The journey from Jaffa to Jerusalem is now made by rail in a few hours. At first sight many will be sadly disappointed in the Holy City, for it will seem as though little were left of the ancient City of Zion and Moriah. The present degraded aspect of the place, where once the stupendous scenes were enacted which exercised so supreme an influence on



JAFFA GATE, JERUSALEM.

centre of the sanctuary, extend back to the remotest antiquity, and we may hence infer that this summit of Mount Zion or Moriah has been consecrated to divine worship from time immemorial. So far back as the time of Abraham (Gen. XXII, 2), this appears to have been a place of sacrifice, and this was also the site selected by Solomon for the erection of the Temple.

Nearby is the Wailing Place of the Jews, a huge wall where the Jews repair on Fridays to bewail the downfall of Jerusalem, kissing the stones and weeping. The traveler will next turn to the Church of the Sepulchre, to Golgatha, the Via Dolorosa, the Muristān (once a monastery founded by Charlemagne and now a hospital), the Church of St. Anne, the Citadel or City of David, and the monasteries of the different sects. A walk through the environs of the town leads to the chapel of the Tomb of the Virgin, the Garden of Gethsemane, the Mount of Olives, the Tombs of the Prophets, of the Kings and of the Judges, also to the Valley of the Kidron with the tombs of Absalom and Jehosaphat, the Pool of Siloah and Job's Well, the Valley of Hinnom with its rock-tombs and the Building of the Field of Blood. A ride of a little over an hour takes the traveler to Bethlehem, with the Church of St. Mary, erected over the traditional birthplace of Christ.

Jericho on the Jordan and the Dead Sea may be visited by those who do not mind long rides on horseback, but altogether the sights do not compensate for the great fatigue and discomforts that cannot be avoided.

Smyrna, in ancient times one of the most important and now by far the greatest of the cities of Asia Minor, has preserved an unbroken continuity of record and identity of name from the first dawn of history to the present time. There are said to be five or six Smyrnas, one on top of the other. The beauty of the city when seen from the sea, clustering on the low ground and rising tier over tier on the hillside, is frequently praised by the ancients. The same impression still strikes the spectator and must in ancient times



JERUSALEM.

have been still stronger when magnificent buildings, an imposing acropolis and the wide circle of massive walls combined with the natural scenery in one splendid picture.

Smyrna claims to be the birth-place of Homer. Here Polycarp, the first Bishop, was martyred, A. D. 169. The Byzantine Castle, from which there is a fine view, is on the site of the Acropolis, on Mount Pagus, and has in it many remains of antiquity; the corner nearest the city is Cyclopean, and the further walls were built by Lysander. A visit should be paid to the Greek Church, containing many carvings.

Smyrna has now over 200,000 inhabitants and is the greatest emporium of trade and commerce in the Levant. The celebrated carpets, woven at Geurdiz, Coula and Ushak, in the interior, are exported from here, also meerschaum from Eski Shehr.

The Turkish and Jewish quarters of the town and its bazaars are extensive and picturesque. Remains of former grandeur still abound in the vicinity, especially at Ajazolu, the ancient Ephesus. The trip is made conveniently by rail. The

excavations made here have been very successful and have brought to light many beautiful relics.

Ephesus, the birth-place of Diana and capital of the Saracen Sultans, was founded 1040 B. C., half swallowed by an earthquake, A. D. 17; and mostly a ruin since 527. St. Paul wrote his Epistle to the Church here, 64 A. D.



GATE OF THE SERASKIERAT. classic reminiscences. In the shallow bay behind Kumkaleh the Greek fleet landed at the beginning of the Trojan war, and not far inland is the place which Schliemann's excavations have shown to be the site of ancient Troy. The shores ap-

Constantinople. The Strait of the Dardanelles, the ancient Hellespont, which unites the Ægean with the Sea of Marmara, is entered between the castles and light-houses of Sedil Bahr and Kumkaleh, the former in Europe, the latter in Asia. This spot is replete with

proach more and more, and soon the narrowest part of the strait is reached, guarded by two forts, Kilid-Bahr in Europe, and Chanak-Kalesi in Asia, the castles of the Dardanelles *par excellence*.

The strait is famous in history for the passage of Xerxes and after him Alexander, by means of a bridge of boats. Nor is its name less widely known from the story of Hero and Leander, and from Lord Byron's successful attempt to rival the ancient swimmer. Cape Abydos on the right, which faces Sestos on the European side, seems almost to close the strait, but soon the shores recede, the important town of Gallipoli is passed and the ship enters the sea of Marmara, the ancient Propontis.

Constantinople proper, the Turkish Stamboul, lies on the south side of the last and largest of the inlets which cut the western shore of the Bosphorus. This inlet, the Golden Horn, forms a magnificent harbor, capable of floating over a thousand ships. The old city is connected by bridges with the modern towns of Galata and Pera on the north side, chiefly inhabited by Christians, the former being the seat of commercial establishments, the latter of diplomatic bodies. On the opposite side of the Bosphorus, in Asia, is the city of Scutari, the ancient Chrysopolis. The first point of attraction to be visited is the Galata Tower, where night and day a guard watches for the first sign of any conflagration that may break out in the city. The panorama it commands is of overwhelming beauty. Below are the two parallel chains of city, embracing a hundred amphitheatres, of monuments and gardens, mosques, bazaars, kiosks, seraglios,



GALATA TOWER, CONSTANTINOPLE.



HOWLING DERVISH, CONSTANTINOPLE.

and houses of an infinite variety of colors, and thousands of minarets with shining pinnacles rising into the sky.

The most important of the buildings of Constantinople is the Mosque of St. Sophia or Aya Sophia Jamisi, which ranks as perhaps the finest example of Byzantine style.

In striking contrast with the noble specimens of Gothic architecture, it presents, from the outside, an unsymmetrical and disproportionate appearance, but within the visitor cannot fail to be impressed by the bold span of the arches and the still bolder sweep of the dome, while the eye is at once bewildered and charmed by the rich decoration. The first stone of St. Sophia, or the Church of Divine



SWEET WATERS OF ASIA FOUNTAINS,
CONSTANTINOPLE.

Wisdom, was laid in 502 by Emperor Justinian; ten thousand workmen are said to have been employed upon the work, which cost no less than \$5,000,000. To add to its splendors, the temples of the ancient gods at Heliopolis and Ephesus, at Delos and Baalbec, at Athens and Cyzicus were plundered of their columns.

There are about four hundred different mosques in Constantinople, the most remarkable of which besides the Sophia, is the Kutchuk Aya Sophia, the original model of the great church built for Justinian. Here, according to Mahometan tradition, Messiah appeared among the worshipers. The Church of the Saviour, with the monastery of the Chora, is a gem of beauty still, even in its decay, rich with mosaic of the fourteenth century, of the purest and most refined style. The Mosque of Ahmed, light and graceful, its dome upheld by four enormous round pilasters, distinguished by six



ST. SOPHIA, CONSTANTINOPLE.

minarets, has the custody of the standard of the Prophet. The Mosque of Soliman, more a city in dimension than a temple, contains the inscription of Karà hissari. This mosque

is higher even than St. Sophia, and its dome rests on four wonderful columns of rose granite. Besides, there is the light and cheerful Mosque of Mahamed, that of Bejazet, most elegant in form, that of Osman, all of marble, and that of Shah Zadé with the most graceful minarets.

The Hippodrome (Et-Meidan) is the centre and focus of the city's life and the theatre of its festivities the fabulous hecatomb of the serpentine column in the famous sabre-stroke of Mahomet, the Conqueror.

Other points of interest are the Museum of the Janissaries, the Seraglio Gardens, where the inclined plane may still be seen, by which faithless odalisques were rolled into the sea, and the Sublime Porte; the tower of the Seraskierat (War Office), the tombs of the Sultans Mahmud and Abdul Aziz; the magnificent palace, or rather the imperial city of Dolma Bagtche, the residence of the Sultans; the Great Wall begun by Theodosius, which protected the town towards the land side, the large cisterns, which are said to have furnished water for one million men during four months, and the Castle of the Seven Towers, of evil fame, recalling the worst epochs of tyranny of the Sultans. The Great Bazaar, that universal and perpetual fair, will well repay a prolonged visit. It contains innumerable shops, where all the different trades are carried on and almost everything useful or ornamental



DANCING DERVISHES, CONSTANTINOPLE.

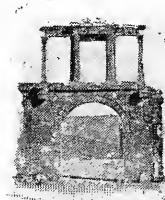


MOSQUE OF AHMED, CONSTANTINOPLE.

may be purchased. The endless rows of stalls along each side of a covered street, where articles are often manufactured as well as sold, present a constant succession of novel scenes, and the motley throng of purchasers is extremely amusing. Sedate Turks, thin-bearded Arabs, melancholy-looking Armenians, swaggering Greeks, Dervishes in their peculiar dress, crowned with high caps, and many others are all crowded together, each driving his own bargain and betraying by his physiognomy and gestures, the characteristics of his calling, nation and habits. Constantinople can also boast of hospitals, almshouses, schools, colleges and public libraries, which surpass any now existing in other parts of the Mohammedan world.

Scutari, with its beautiful cemeteries, should be visited, and Buyukderé, the glory of the Bosphorus.

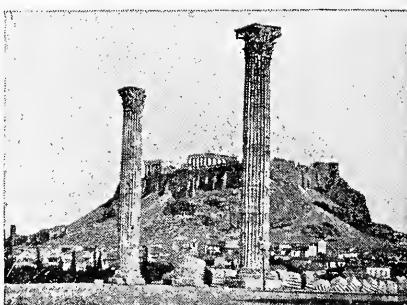
There are few places which excite the fancy of the traveler as Stamboul does. Every door, every tower, every mosque, every square, recalls some wonderful occurrence, or some carnage, some love or mystery or prowess of a Padishah or caprice of a Sultana, every place has its legend and the surroundings concur to bear away the imagination.



ARCH OF HADRIAN,
ATHENS.

Upon rounding Cape Klonais the steamer holds a direct course for the Piræus, the port of Athens. The barren hill visible on the mainland is the Hymettos; soon the coast of Salamis appears and the steamer anchors in the bay of Piræus, outside the mole. At this point a charming view of Athens is obtained with the Acropolis in the centre. A railway connects the Piræus with Athens, which is reached in twenty minutes.

Athens. Even the shortest sojourn in Greece will yield rich reward and contribute much towards a thorough comprehension of a civilization from which modern life has still much to learn. The enjoyment of a visit is enhanced by the fine scenery, the deep blue water and clear, ethereal atmosphere.



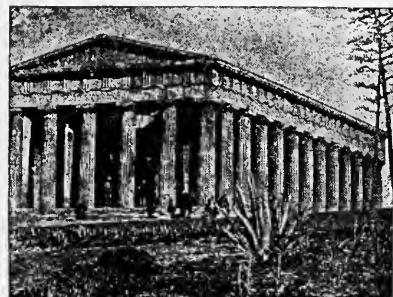
THE OLYMPIEION AND THE ACROPOLIS, ATHENS.

the Piræus with Athens, which is A great deal may be accom-

plished in Athens in a short time, as all the principal sights are within a short distance of each other.

The centre of attraction, of course, is the magnificent Acropolis with the Propylaea, the most important secular work in

ancient Athens; the Temple of Athena, with its exquisite reliefs; the Parthenon, the most perfect monument of ancient art, and even in ruins an imposing object; and the Erechtheion with its celebrated Portico of the Caryatides. The Arch of Hadrian, an isolated gateway, leads to the quarter of the city containing the Olympieion, the huge temple of Zeus. The Stadion, the

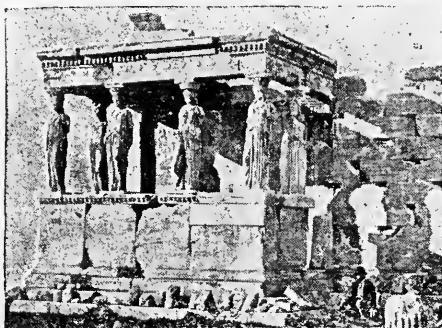


THE THESEION, ATHENS.

scene of the Panathenæan games, is said to have accommodated 50,000 spectators. The Choragic Monument of Lysikrates forms a beautiful little building, resembling a small circular temple, and popularly known as the Lantern of Diogenes. The Theatre of Dionysos is the spot where the masterpieces of Æschylus, Sophocles, Euripides and Aristophanes first excited delight and admiration. The Odeion of Herodes Atticus is the loftiest and most conspicuous among the ruins at the base of the Acropolis. Opposite lies the rocky height, which both in ancient and modern times has borne the name of Aëropagus.

The Tower of the Winds, erroneously so called, in ancient times accommodated a water-clock, a sundial and a weather-cock. The Theseion, the temple of Theseus, is the best preserved edifice of the whole of ancient Greece;

not far from it is the Hill of the Pnyx, with its huge artificial platform, and the Monument of Philopappos, whence a magnificent view of Athens and the Acropolis may be obtained. These comprise the principal remains of antiquity which the



THE PORTICO OF THE CARYATIDES,
ERECHTEION, ATHENS.

traveler will care to examine. Modern Athens is a handsome and regularly built town of about 85,000 inhabitants. In 1834, when the seat of government was transferred thither from Nauplia, it had dwindled down to a poor village of about 300 houses.

Messina. The island of Sicily has a most delightful climate, which in equability is only second to that of Madeira. The scenery is charming and its historical associations deeply interesting. The most ancient Hellenic and Roman traditions are connected with it; here the destinies of Athens, Carthage and Rome have been decided and mediæval characters as famous as Henry VI and Frederick II have ruled. There is not a nation which has materially influenced the destinies of European civilization but has left traces of its agency on this island.

Messina is, next to Palermo, the chief commercial town of Sicily, and vies with it in grandeur of scenery. Its harbor is the busiest in Italy and one of the best in the world. The city has experienced many vicissitudes, and, owing to numerous calamities sustained at the hand of man and from natural phenomena, it contains fewer relics of antiquity than other towns in Sicily.

The Cathedral is an edifice of the Norman period, and dates from the eleventh century. The richly decorated High Altar is said to have cost nearly four million francs. Other churches of Norman origin are La Cattolica, Sta. Annunziata dei Catalani and Sta. Maria Alemanna. In the higher quarters of the town is the Church of San Gregorio, erected in 1542, with a late Renaissance façade. It contains some old masters. The terrace in front commands a charming view of the town and the Straits of Messina. The spot once occupied by the Castle of the Mamertines is now the Villa Rocca Guelfonia, and commands the best survey of Messina. Other points of interest are the dismantled forts of Castellaccio, the Fort Gonzaga and the Campo Santo. An excursion should be made to L'Abbadiazzza, the interest-



CHURCH OF SAN GREGORIO, MESSINA.

ing ruins of a Norman nunnery dating from the twelfth century.

On passing out of the Straits of Messina, Scilla (the ancient Scylla) is seen on the right, the location of the whirlpool, which

was so much feared by the mariners of antiquity. Opposite the Scylla, represented in Homer's Odyssey as a roaring and voracious sea-monster—a beautiful virgin above, with a wolf's body and dolphin's tail below—was the Charybdis, fraught with equal danger. No trace of either can be found at present, except that the currents and eddies in the straits are still very strong.

On the way to Palermo the

steamer runs close to the Lipari Islands, which already at an early period supplied abundant food to the poetic fancy of the Greeks, whose legends make these islands the abode of Æolus.



CAMPANILE,
PALERMO.

Palermo is the military, judicial and ecclesiastical capital of the island, and has nearly a quarter of a million inhabitants. It is justly entitled to the epithet "la Felice" on account of its magnificent situation and delightful climate. It is rich in interesting monuments of the early middle ages.

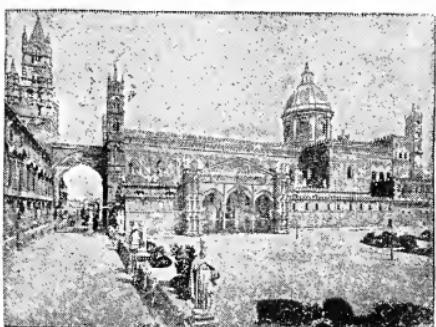
The Palazzo Reale is of Saracenic origin.

and has a magnificent chapel, the Cappella Palatina. The Cathedral was erected in the twelfth century by Archbishop Walter of the Mill (Gualterio Offamilio), an Englishman, on the site of a more ancient church. The Church of La Martorana also dates from the twelfth century, and was formerly a



PALERMO AND MONTE PELLEGRINO.

meeting place of the Sicilian Parliament after the expulsion of the house of Anjou. The Palazzo Sclafani contains a large fresco of the fifteenth century, the Triumph of Death.

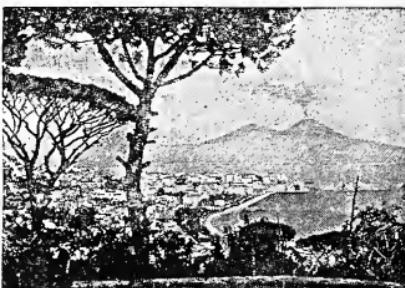


PIAZZA DEL DUOMO, PALERMO.

The Church of San Dominico, erected in 1640, can accommodate 12,000 people; it contains fine pictures and monuments. The National Museum is well worth a prolonged visit. A beautiful walk is afforded by the Marina, a quay, commanding fine views along the coast and as far as Mount *Ætna*. At the southern end of the Marina is the Flora, one of the most charming gardens in Italy. Monte Pellegrino, an indescribably beautiful mass of rock, rises at the northwestern end of the Bay of Palermo; the ascent is easy and the view from the summit magnificent.

Naples. Passing the celebrated islands of Ischia and Capri, the steamer casts anchor in the magnificent Bay of Naples, which from the most ancient times has been the object of enthusiastic admiration.

Naples is the most populous town in Italy (over 500,000 inhabitants) and is annually visited by thousands of strangers in quest of enjoyment or health. It lies at the base and on the slopes of several slight hills, rising from the sea in amphitheatre-like form. South of it appears, in isolated majesty, Mount Vesuvius, with its active crater, the "Forge of



NAPLES AND MOUNT VESUVIUS.

Vulcan." The plain around, as well as the slopes of Vesuvius, are luxuriantly fertile and one of the most densely peopled districts in the world.



NEAPOLITAN CART WITH HORSE, OX AND DONKEY.
ing influence. "Vedi Napoli e poi mori!" is a current saying in Italy.

An excursion from Naples along the north shore of the bay embraces a visit to Pozzuoli, Baiæ, Misenum and Cumæ. This district has from time immemorial been a scene of tremendous volcanic activity, and has undergone vast changes, but it is scarcely less interesting in an historical point of view, for the legends of Hellenic tradition are most intimately associated with this coast.

Nature has bountifully lavished her gifts on this favored spot, so bountifully indeed that the most powerful nations, who have in succession been masters of the place, have here wasted their strength and energy and succumbed to its alluring influence.



HOUSE OF MARCUS ANTONIUS, POMPEII.

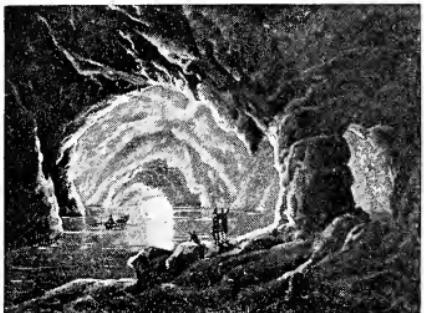
A visit should be made to the charming islands of Procida and Ischia. These lovely islands have attracted numerous visitors in all ages, and their influence is as fascinating as ever; the climate is genial and the soil extremely productive, while the scenery is almost everywhere singularly beautiful.

The ascent of Mount Vesuvius is unquestionably an excursion of extreme interest; it can be accomplished



CAPRI.

with ease by means of a cable railway. A visit to the excavated cities of Herculaneum and Pompeii will summon up a picture of ancient domestic life, these places being the most important and almost the only sources of our acquaintance with it.



THE BLUE GROTTO, CAPRI.

land of Capri, with its celebrated "Blue Grotto." The Bay of Salerno to the south of the Bay of Naples cannot indeed compete with it, but it is nevertheless replete with beauty and grandeur. Here are situated the towns of Salerno and Amalfi, conspicuous in the pages of mediæval history, while farther south are the temples of Paestum which recall the golden period of Greek history and art more forcibly than any other locality in Italy.

The distance by rail from Naples to Rome is only five hours, so that excursionists can visit the Eternal City with ease.

It would take too long even to mention only the sights of Rome; suffice it to repeat the words of Niebuhr, "As the streams lose themselves in the mightier ocean, so the history of the peoples once distributed along the Mediterranean shores, is absorbed in that of the mighty Mistress of the World."



STREET IN CAPRI.

The steamer, after leaving Naples, again calls at GENOA to land passengers who wish to prolong their stay in Europe. To such the HAMBURG-AMERICAN LINE extends the privilege of returning to the United States by any one of the company's express steamers from Hamburg or Southampton, up to August 1, 1895.

MEDITERRANEAN EXPRESS SERVICE

from New York to (Ponta Delgada) Gibraltar, Algiers,
Naples and Genoa.

DURING the winter months the magnificent twin-screw steamers of the HAMBURG-AMERICAN LINE maintain an express service between the United States and the Mediterranean, sailing from New York to Gibraltar, Algiers, Naples and Genoa. Some of the steamers also touch at Ponta Delgada on San Miguel, one of the Azores Islands. The sailings alternate with those of the North German Lloyd steamers. By this route passengers avoid the rigors of the North Atlantic in winter and can reach all parts of Spain and Portugal, Southern France, Italy, Switzerland, and Tyrol, as well as North Africa and the Orient, with *safety, speed and comfort.*

The route to Gibraltar is south of the latitude of New York, Gibraltar being lat. $36^{\circ} 6' 30''$ N., and the distance is not much greater than that to Southampton. For passengers going to southern Europe, this direct route offers many advantages, as it avoids the necessity of crossing the Channel and saves the trouble and expense of a long railway journey across Europe.

GIBRALTAR. *For description see pages 10-11.*

Across the bay from Gibraltar, and connected with it by a regular ferry service, lies Algeciras, the terminus of the railway system of Spain. From here a few hours' ride brings passengers to Sevilla and Granada, the most interesting towns in Andalusia, and to Cadiz and Malaga, whence all parts of Spain and Portugal can be conveniently reached.

Steamers leave Gibraltar for Tangier every Monday, Wednesday, Thursday, and Saturday at noon, returning the next day.



MAIN SALOON, FIRST CABIN.

ALGIERS is reached on the following day. Algiers has railroad connection with Tunis, to the east, Tlemcen on the Morocco frontier to the west, and Biskra on the borders of the Sahara to the south. The steamers of the Transatlantic Co. leave Algiers for Marseilles on Sunday, Tuesday, Thursday and Saturday, the time of passage being 24 hours; the same line maintains a coastline service eastward as far as Tunis and westward to Oran, whence connection is made for Malaga and Carthagena. *For description of Algiers see pages 11-13.*

The steamer next proceeds to

NAPLES, the passage occupying about thirty-six hours. The number of interesting points to be visited in Naples and vicinity is almost unlimited.

From Naples the railway takes passengers in five hours to Rome, the "Mistress of the World," with its countless treasures of art.

Brindisi can be reached in a little over ten hours; from here the Peninsular and Oriental steamers start for India, via the Suez Canal, upon ar-

rival of the "Indian Mail" train from London.

Naples has frequent steamboat connections with Messina, Palermo and other points in Sicily, but Messina can also be reached via Reggio, which has direct railway connection with Naples. Alexandria can be reached from Naples in 4½ days.

GENOA, the terminus of the line, is reached the following day. This is the most convenient starting-point for all the health resorts of the Riviera, viz., Pegli, San Remo, Bordighera, Mentone, Monaco, Nice, Antibes, Cannes, Fréjus, Hyères, etc. Marseilles is only about thirteen hours distant, whence many interesting excursions may be made to the venerable cities of the Provence, abounding in remains of Roman antiquity. A direct line runs from here to Toulouse, the ancient capital of Languedoc, whence all parts of the Pyrenees and the spas of Bagnères-de-Bigorre, Bagnères-de-Luchon, Eaux-Bonnes,



LADIES' RECEPTION ROOM.

Eaux-Chaudes, as well as Pau, are within easy reach. Steamers leave Marseilles for Algiers every Monday, Wednesday, Thursday and Saturday.

From Genoa travelers can take the Montenensis Tunnel route for Aix-les-Bains, Geneva, Lyons, etc., while by the Gotthard Tunnel line they can reach the heart of Switzerland within half a day. The Italian lakes, whose incomparable beauty has been extolled by countless poets and writers since the time of Virgil, are only a few hours distant from Genoa; and the historical cities of Upper Italy and Tuscany—Turin, Milan, Verona, Padua, Venice, Pavia, Cremona, Mantua, Parma, Modena, Bologna, Pisa, Siena, Leghorn and Florence—containing innumerable treasures of the most perfect creations of genius, are also within convenient reach. One of the most delightful trips in Europe is from Genoa via the Italian Lakes over the Stelvio pass into the Tyrol. The varied beauty of scenery along this route is generally acknowledged to have no superior anywhere.

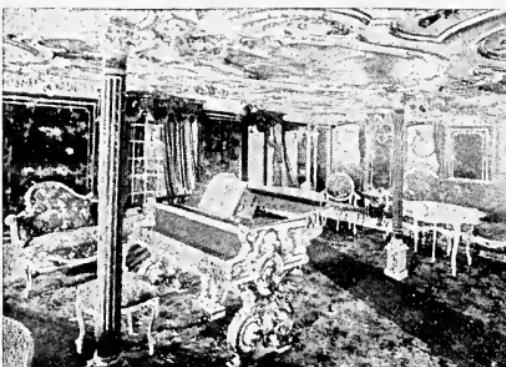
For further description of Naples and Genoa see pages 13-15 and 32-34.

Returning, the HAMBURG-AMERICAN

STEAMERS leave Genoa (calling at times at Naples, Algiers and Ponta Delgada) via Gibraltar for New York, and, therefore, accommodate Americans desiring to sail from Italy direct for the United States.

Besides this express steamer service, the HAMBURG-AMERICAN LINE, in connection with the North German Lloyd, maintains a REGULAR SERVICE between NEW YORK, GIBRALTAR and NAPLES.

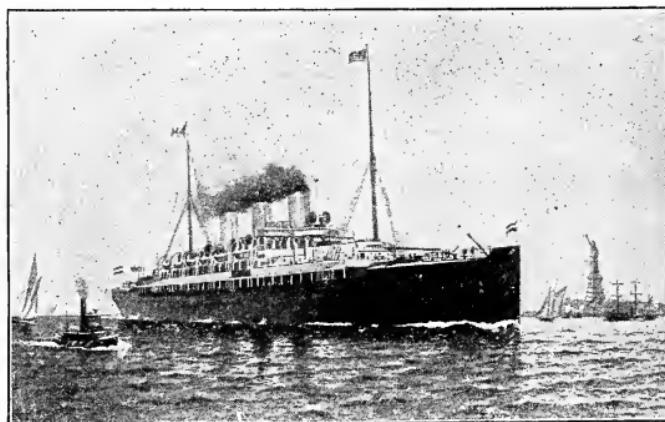
The time of passage from New York to Naples is about fourteen days. These steamers offer good cabin accommodation at moderate rates.



MUSIC ROOM.

EXPRESS SERVICE TO ALEXANDRIA, EGYPT,
DIRECT,
via Gibraltar, Algiers and Genoa.

THE twin-screw express steamer NORMANNIA, Capt. BARENDTS, will leave New York on January 5, 1895, for *Alexandria*, Egypt, touching at Gibraltar, Algiers and Genoa, thus accommodating the large and constantly increasing American winter travel to Egypt, Palestine, etc., and offering unusual facilities for reaching these countries.



TWIN-SCREW EXPRESS STEAMER.

The trip from New York to Alexandria will occupy only fourteen days, so that passengers may be transferred within the short space of two weeks from the metropolis of the New World to the cradle of the Old World, or, indeed, to the fountain-head of human culture, aboard one of the finest steamers afloat, without change, and with absolute *safety*, the greatest *speed* and unsurpassed *comfort*.

For further description of Alexandria and Egypt, see pages 17-22.

List of Prices to Gibraltar, Algiers, Naples, Genoa and Alexandria, diagrams of steamers and all further information will be sent to any address, on application.

THE HAMBURG-AMERICAN LINE'S

MAGNIFICENT

TWIN-SCREW EXPRESS STEAMERS

Augusta-Victoria, Columbia, Fürst Bismarck
and Normannia,

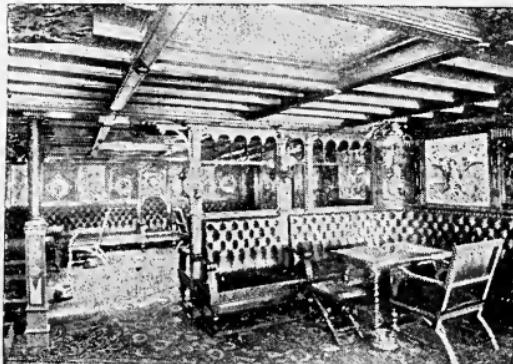
OF 13-16,000 HORSE-POWER, ARE AMONG THE FINEST,
LARGEST AND FASTEST SHIPS AFLOAT.

SAFETY.

NO EXPENSE has been spared to make these ships as safe as human foresight can secure. They are practically unsinkable, being divided by a longitudinal bulk-head into two non-communicating halves, each fully equipped with a complete set of machinery, shaft and screw, capable of propelling the ship at a high rate of speed. This is the great principle of the twin-screw system, and the extraordinary degree of safety secured by this system is obvious, for an accident to one side of the ship can in nowise affect the other, whose machinery will continue to work and propel the ship with perfect ease, and at a high rate of speed.

The steamers also have a double bottom, divided into watertight chambers. Each side of the ship is again subdivided into numerous water-tight compartments which do not communicate with each other.

These steamers do not carry cotton.



SMOKING ROOM.

SPEED.

These steamers must be counted among the fastest ships afloat, the line holding the record for fastest time from New York to Southampton (London) and the Continent. The best time accomplished on the Southampton route was 6 days 10 hours and 45 minutes, which is equal to 5 days 18 hours from New York to Queenstown, Southampton being about 300 miles east from Queenstown. The best average for the whole trip was 20.60 knots or over 23 statute miles per hour.

COMFORT.

The comfort and elegance displayed on these steamers are unsurpassed. The large and luxurious saloons, the ladies' boudoirs, the music and smoking-rooms and the state-rooms generally are fitted up in magnificent style, the best European artists having been retained to design, decorate and furnish them. It has been the aim of the Company to relieve passengers of all annoyances which were heretofore considered inseparable from a sea voyage, and provide for them the same accommodations that can be obtained in a first class hotel. Among the many improvements contributing to the passengers' comfort will be found larger and more commodious state-rooms, with most luxurious toilet conveniences and large beds, thorough methods of ventilation, ample deck-room for exercise, spacious dining-saloons, ladies' saloon on the promenade deck, also a large music-room, the absence of all offensive odors or noises, and a complete and first-class service throughout. The state-rooms are all of large size, airy and comfortable; some of them are furnished in the style of *chambres de luxe* and others with private bath-room attached. All state-rooms are provided with electric bells, wardrobe and other conveniences. Berths and sofas are large and comfortable, so that a whole family often finds accommodation in one room. A number of state-rooms are also arranged *en suite*. In many rooms the lower berth can be extended to form a double berth, while the upper berth can be removed.

THERE IS NO OVERCROWDING on these steamers, the number of passengers being limited to the seating capacity of the saloons.

For further description of steamers see special pamphlet, which will be sent to any address on application.

HAMBURG-AMERICAN LINE,

37 Broadway, New York;

125 La Salle St., Chicago, Ill.

Established 1847.

The Hamburg-American Line.

(HAMBURG-AMERICAN PACKET COMPANY.)

This is the oldest German Transatlantic Line. It has forwarded over two million passengers. Its fleet consists of sixty large ocean steamers, which are unsurpassed as to

SAFETY, SPEED AND COMFORT.

TWIN-SCREW EXPRESS STEAMERS,

of 13,000-16,000 horse-power:

**Augusta-Victoria, Columbia,
Fürst Bismarck, Normannia.**

REGULAR MAIL STEAMERS:

<i>Albingia,</i>	<i>Dania,</i>	<i>Italia,</i>	<i>Saxonia,</i>
<i>Allemannia,</i>	<i>Europa,</i>	<i>Kehrwieder,</i>	<i>Scandia,</i>
<i>Ascania,</i>	<i>Flandria,</i>	<i>Markomania,</i>	<i>Slavonia,</i>
<i>Australia,</i>	<i>Francia,</i>	<i>Moravia,</i>	<i>Steinhöft,</i>
<i>Baumwall,</i>	<i>Galicia,</i>	<i>Persia,</i>	<i>Stubbenhuk,</i>
<i>Bavaria,</i>	<i>Gellert,</i>	<i>Pickhuben,</i>	<i>Suevia,</i>
<i>Bohemia,</i>	<i>Gothia,</i>	<i>Polaria,</i>	<i>Teutonia,</i>
<i>Borussia,</i>	<i>Grasbrook,</i>	<i>Polynesia,</i>	<i>Thuringia,</i>
<i>California,</i>	<i>Grimm,</i>	<i>Prussia,</i>	<i>Valesia,</i>
<i>Che uskia,</i>	<i>Helvetia.</i>	<i>Rhaetta,</i>	<i>Venetia,</i>
<i>Colonia,</i>	<i>Holsatia,</i>	<i>Rhenania,</i>	<i>Virginia,</i>
<i>Cremen,</i>	<i>Hungaria,</i>	<i>Rugia,</i>	<i>Wandrahm,</i>
<i>Croatia,</i>	<i>India.</i>	<i>Russia,</i>	<i>Wieland, etc.</i>

With these steamers the Hamburg-American Packet Line operates the EXPRESS SERVICE between New York, Southampton and Hamburg. REGULAR SERVICE from New York to Hamburg direct, and from Hamburg via Havre to New York.

MEDITERRANEAN EXPRESS LINE, New York, Gibraltar, Algiers, Naples and Genoa.

REGULAR ITALIAN LINE, New York, Gibraltar, Naples.

BALTIC LINE, between New York and Stettin.

HAMBURG and ANTWERP-QUEBEC and MONTREAL LINE.

HAMBURG-BALTIMORE LINE.

HAMBURG-PHILADELPHIA LINE.

HAMBURG-BOSTON LINE.

HAMBURG-ST. THOMAS-VENEZUELA LINE.

HAMBURG-PORTO RICO-COLUMBIA LINE.

HAMBURG-ASPINWALL LINE.

HAMBURG-HAYTI LINE.

HAMBURG-HAVANA LINE.

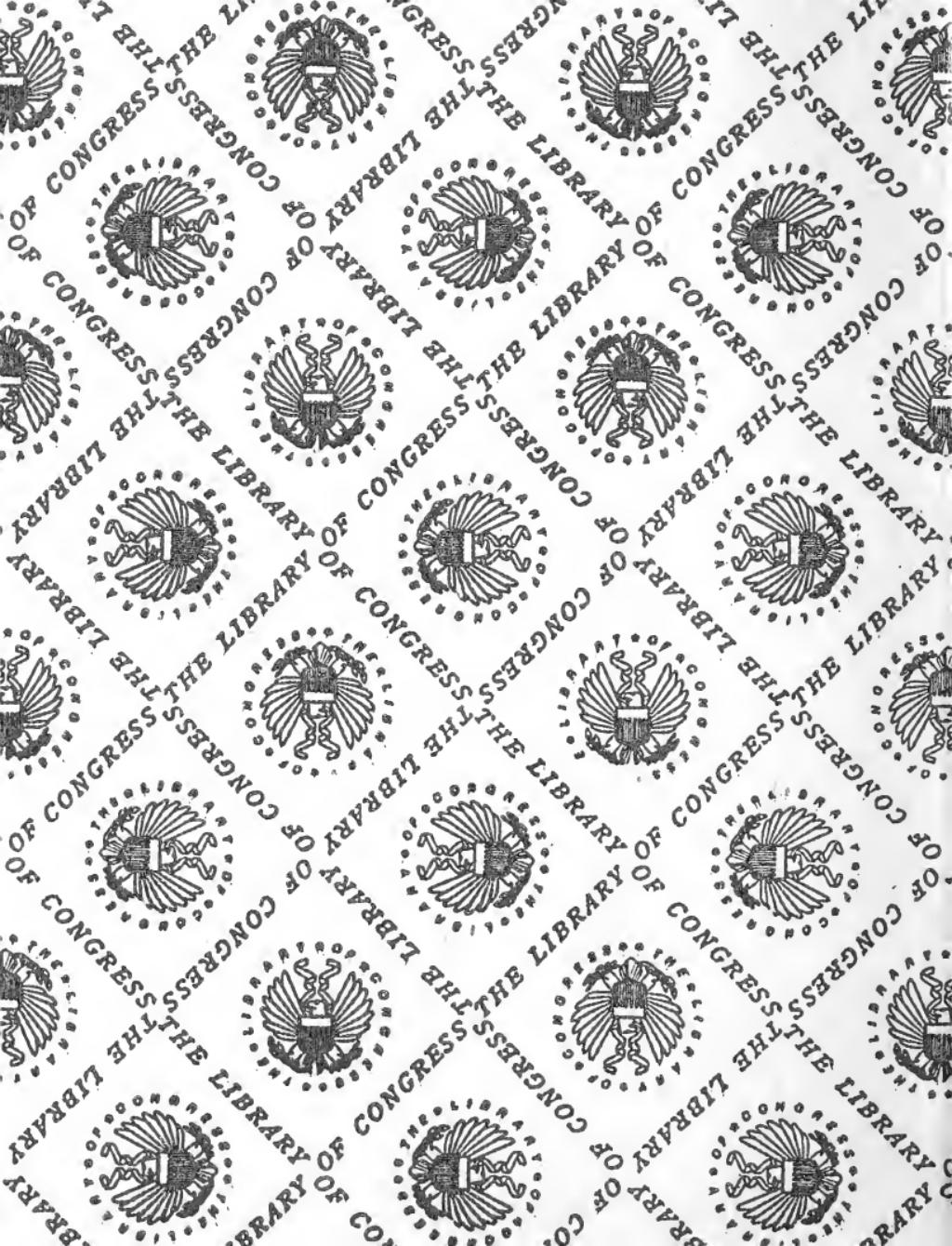
HAMBURG-MEXICO-NEW ORLEANS LINE.

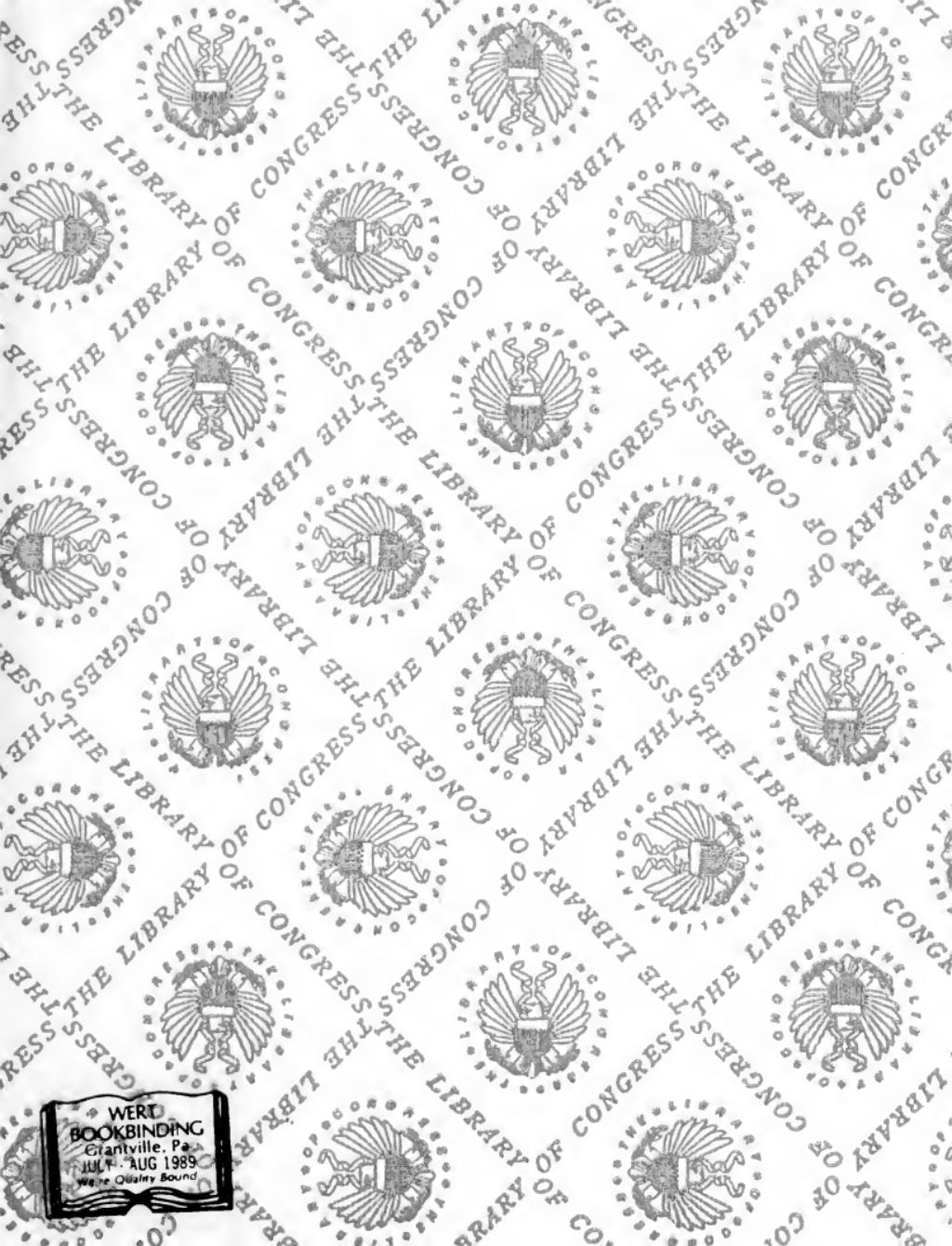
And two INTERCOLONIAL LINES from St. Thomas.



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